



WITH her cargo capacity taxed to the limit, and a big list of cabin and steerage passengers aboard, the T. K. K. steamship Hongkong Maru, 5 days and 3 hours from San Francisco, arrived in port yesterday afternoon.

The Hongkong Maru was sighted off Koko Head shortly after one o'clock, but before the vessel had complied with all quarantine and immigration regulations and had reached the Pacific Mail wharf, several hours had elapsed.

The Hongkong Maru experienced a very pleasant voyage. Excepting the weather was fair and the seas smooth. The Hongkong Maru did not attempt to make very fast time coming down owing to the fact that the vessel was ahead of her schedule.

The vessel stopped two days later at Honolulu. In her steerage she has 110 Japanese and about 200 Chinese. This number will be greatly augmented by a delegation of Orientals which will be taken on at Honolulu for various ports in Japan and China. When the vessel sails she will take about 250 Orientals from this port.

The officers of the Hongkong Maru state they were obliged to refuse cargo at San Francisco. More cargo had been offered the steamer than could be stored away in her hold.

While there were but few notable prizes aboard the vessel, the cabin list comprises several returning missionaries and a few army officers. Miss A. Brownell of Oakland, Calif., is a passenger for Shanghai, where she will wed an American who is in business there. I. E. Anderson of San Francisco goes to Manila to engage in business.

Mrs. G. Weaver and two daughters are around the world tourists. Chief Officer Bent, formerly of the Pacific Mail steamship China, was found aboard the Hongkong Maru up on her arrival. He has succeeded to the position vacated by Mr. Hennington who has been placed in command of the steamer Rosetta, one of the Toyo Kisen Kaisha's steamers on the Asiatic coast.

The Hongkong Maru will sail for the Orient at noon today. Barbour Lathrop, the society man, who arrived on the Ventura the other day, and who is connected with the Agriculture Department at Washington, will probably join the Hongkong Maru at this port en route to Manila.

Mutual Line Reported Sold.
An interesting story, if true, announcing the proposed sale of the China Mutual line, is published in Victoria papers of recent date. Tacoma shipping men are inclined, at present, to doubt the story. The Colonist says:
"The China Mutual Steam Navigation Company is reported to have sold its 'stock, good will and fixtures' to Mr. Alfred Holt of Liverpool. The company has made some very heavy profits in the Pacific Coast trade, particularly when the United States Government paid fabulous prices for the China Mutual steamers for transport service. The trade has been less profitable of late, and it is generally believed that the business of carrying wheat from the Sound ports over the long and expensive route by way of Rues is not a financial success. In addition to this, there is more steam tonnage in the world than can be used to advantage just at present, and the company is probably getting out at a good time."

"The fleet now owned by the company consists of thirteen steamers, all modern built freighters of big carrying capacity and more than ordinary speed. The names of the vessels and their gross tonnage are as follows: Pak Ling, 1,447; Kintuck, 4,417; Kalsow, 3,833; Ching Wo, 3,833; Oopuck, 3,881; Teunkai, 6,462; Moyone, 6,645; Yantsee, 6,457; Pinguey, 6,457; Hyson, 6,697; Ningchow, 9,500; Oanfa, 9,500; Porang, 9,500."

"The last three named are just nearing completion. The company formerly owned a smaller Ningchow and Hyson, which ran from Victoria to Skagway during the Klondike rush."

quired to remain with her hatches closed for twenty-four hours. The covering then removed, the ships are pronounced ready for taking cargo, or sailing. In every instance a number of dead rats have been found after this process has been complied with.

During the early part of the afternoon the ship Tillie E. Starbuck was towed outside the harbor and soon after went to sea. She received treatment at the Quarantine wharf Thursday. Towards evening the Aloha and the H. C. Wright were taken to the wharf for fumigation.

Glencaird on the Rocks.

SAN FRANCISCO, Nov. 14.—From South America comes the story of the wreck of the big British ship Glencaird, which went on the rocks near Staten Island, to the eastward of Cape Horn, while en route from Newcastle, England, to this port with a general cargo consigned to Meyer, Wilson & Co., Newcastle was left on May 18th and the ship was spoken two or three times in the Atlantic, the last time on July 14th, in latitude 33 deg. north. The date of her going on the rocks is not known. Last Tuesday the transport Chaco reached Buenos Ayres from Staten Island with the first officer and two men of the Glencaird, the only survivors. Captain James English and twenty-seven men of the crew were drowned of Port Margaret, Staten Island, when the ship went on the rocks, and it was only by the rarest good fortune that the chief officer and his two companions saved themselves. They were cared for by residents of Port Margaret until the Chaco sailed for Buenos Ayres.

The Glencaird was well known in this port, as was her master, Captain English. He leaves a wife and five children. His son, George L. English, is second mate of the British ship Pegasus, now in this port. The Glencaird was a steel four-masted ship, built in 1889 at Port Glasgow. For some weeks past the Glencaird has been in the overdue list at the Merchants' Exchange, and the rate of insurance, which began at a low figure, had advanced until it reached 35 per cent day before yesterday. The ship left Newcastle 180 days ago, and having accidents should have reached port a month ago. The loss of the vessel is believed to have occurred at least six weeks ago.

Improvements for the Eureka.

Before the Globe Navigation steamer Eureka sails for the Sound for this port she will be subjected to several important changes.

The Honolulu agency has received notification that the Eureka received a thorough inspection from the United States Marine Board while that vessel was in the Quartermasters' harbor dockyard on Puget Sound, and while they found the vessel in a better condition than they had anticipated, nevertheless more or less work will have to be done on the boat before she is ready for the Hawaiian route.

Her rudder is too large for sea service and some of her stern plates will have to be tightened and new ones placed. The vessel was leaking slightly when she entered the docks. Her rudder is better adapted to use on the Great Lakes, where she was built, than to the waters of the Pacific.

Another inspection will be made of the Eureka by the Seattle Marine Board before she goes on her run.

The Return of the Ada.

The arrival of the little schooner Ada after an absence from the Port of Honolulu covering 16 days proved an agreeable surprise to many along the waterfront. The Ada was in the midst of the storm which ran her supreme on Kauai two weeks ago. When the vessel left Honolulu she reached Hanalei in safety. She was obliged to remain at that port for four days at the commencement of the storm. The high water in the Hanalei river prevented the vessel from securing her usual cargo of rice. The vessel met with about the same fate upon her arrival at Hanalei where the skipper believed he might get a cargo of rice. This freight being taken by the Waialeale on one of her trips, resulted in the little schooner deciding upon her returning to Honolulu. Before this port was reached the vessel was obliged to remain in shelter for a week at Hanalei.

Tampico Brings Structural Iron.

The steamship Tampico, which left Seattle November 15 for Honolulu with a general cargo, also has a considerable amount of structural ironwork aboard, destined for local contractors. The Tampico is a sister liner to the steam schooner Auncheon both having been built originally for the trade on the Great Lakes and subsequently sent to the North Pacific coast for a venture.

Meteor for Frisco.

The freighter Meteor of the Globe line, which arrived at Seattle November 7 after completing a round trip voyage from Seattle to Honolulu, will probably take on a cargo of coal from the Sound to San Francisco before

Diamond Head, 10 p. m.—Weather clear; wind light north.

returning to this port with general cargo.

Sheridan Has Left Japan.

Advises have been received that the transport Sheridan, recently disabled at Nagasaki, while en route to San Francisco, would leave the Japanese port on November 15th for San Francisco. The vessel is expected to reach there in about eighteen days, and will probably be scheduled to sail again for Manila about December 16th.

SHIPPING NOTES.

The lumber schooner Falcon arrived at Eureka from Honolulu, November 14th.

Fine weather was reported at all ports on Kauai, by the Waialeale returning yesterday.

The gasoline schooner Eclipse got away yesterday for her ports of call throughout Kona and Kau.

The barkentine S. N. Castle and S. G. Wilder will take on merchandise at San Francisco for Honolulu.

The Nilahu was laying buoys at Kilanua Thursday and replacing those drifted by the recent storm.

Purser Clarke of the Waialeale reported 1500 bags of K. S. M. and 1400 bags of McBride sugar left on Kauai.

The barkentine S. G. Wilder arrived at San Francisco, November 15th, after a rather quick passage from the islands.

The inter-island steamer Waialeale arriving from Kona yesterday afternoon, brought 5500 bags of K. S. M. sugar.

The German ship Lita, hauled over to Iririgard wharf yesterday morning from the stream, broke her seals and began discharging.

The barkentine S. G. Wilder arrived at San Francisco from Honolulu, November 14th, sixteen days out, with 9,900 bags of sugar.

The barkentine Coronado of the Spreckels line sailed from San Francisco November 14th, with a general cargo for Honolulu.

Repairs on the schooner Mokihana, which has been on her beam ends at Emmes wharf for some weeks past, are nearing completion.

The bark C. D. Bryant was anchored outside yesterday afternoon awaiting her crew. The Bryant got away for the Coast before evening.

Captain Allen of the ship Benjamin F. Packard, is still lying at the Navy wharf awaiting her sailing orders from the Atlantic seaboard.

The bark Mohican will take only about 400 tons of sugar on her return to the Coast. She expects to get away by the first of the week.

The Nilahu was reported at Kilanua discharging lumber when the Waialeale left that port. The Nilahu was scheduled to leave for Honolulu yesterday.

The Charles E. Moody was awaiting a cargo of coal at the gravity buoys at Tacoma November 9, the fuel being consigned to Honolulu parties.

The schooner Mary E. Foster cleared from San Francisco for Honolulu, November 14th, and the schooner S. T. Alexander cleared for Kahului on the same date.

Owing to the postponement in the sailing time of the Kinau from Honolulu, the Hilo liner is not expected to arrive from the big island much before this evening.

Miss Eleanor P. Phillips has resigned as stenographer at the Customs House. Her place will be filled by the appointment of Miss Frances C. McTigue, the only eligible on the civil service list.

The gunboat Wheeling en route from the north to Tutuila is expected to arrive in port within a very short time. The Wheeling has been ordered to the Samoan port where she will relieve the Abrenda.

The little schooner Rob Roy arrived from Punaia yesterday. The remainder of the railroad iron, brought by the Claudine, for the Dowsett Estate at Pearl Harbor, will be taken to destination by the steamer J. A. Cummings.

One Japanese and two Chinese, deported from San Francisco, are aboard the Hongkong Maru. The local customs authorities maintain a strict surveillance over the Orientals, and upon the vessel's arrival in port yesterday they were placed under lock and key.

The barkentine Quickstep, which completed loading her cargo of lumber at the St. Paul mill at Tacoma November 7, left that port the following day for Honolulu, with 259,840 feet of rough lumber, valued at \$2,600; 145,700 feet of other lumber, valued at \$2,482, and \$1,500 worth of shingles.

ARRIVALS.

Friday, November 22.
Sch. Ada, from Hanalei, at 7 a. m.
Sch. Rob Roy, from Punaia, at 7 a. m.
Sch. Kawaiiani, from Koolau ports, at 7:30 a. m.
Hongkong Maru, Filmer, from San Francisco, at 1:15 p. m.
Sch. Waialeale, from Kauai ports, at noon.

Sch. Rob Roy, from Punaia.
Sch. Ada, from Hanalei.
Sch. Kawaiiani, from Oahu ports.

PASSENGERS ARRIVED.

From San Francisco, per T. K. K. steamship Hongkong Maru, November 22.—For Honolulu—Mrs. C. W. Bartlett, G. M. Taggart, Miss G. S. Wood, For Yokohama—Mrs. A. L. Bagnall, C. T. Brandt, Mrs. Brandt, D. G. Fairchild, Alex. Tisra, J. W. Houston, E. C. Jeffers, C. Miller, Miss F. McNeely, Mrs. Tisra, Mrs. R. W. McNeely and infant, K. Tanaka, D. E. Mattison, K. Yamamoto. For Kona—John Healy, J. F. Parks, H. James. For Nagasaki

—Mrs. L. Rigby and infant, Mrs. J. Kaplan, Henry Marco, For Shanghai—Miss A. Brownell, Mrs. D. Davenport, Mrs. A. W. Beaver, Li Chaw, Mrs. Li Chaw and 4 children, E. A. Davenport, Mrs. Davenport, I. Bringer, K. J. Guder, S. A. Kuagga, Mrs. H. C. Kip, Mrs. E. C. Miller, Joshua Teris, H. I. McGill, Mrs. McGill, Rev. D. O. Lund, Mrs. M. Fisher, S. E. Roberts, Miss V. Reglie.

DEPARTURES.

Friday, November 22.

Gasoline sch. Eclipse, Townsend, for Lahaina, Kihel, Makana, Kailua, Napoosoo and Hoonaka, at 3 p. m.
Sch. Twilight, for Hanalei, at 5 p. m.
Sch. Concord, for Punaia, at 9:30 a. m.
Sch. J. A. Cummings, Searle, for Punaia, at 1 p. m.
Sch. Aloha, Fry, for San Francisco.

DUE TODAY.

Saturday, November 23.

Str. Kinau, Clarke, from Hilo and way ports, due in the morning.
Str. Lehua, Napala, from Maui and Molokai ports, due in the afternoon.

SAILING TODAY.

Saturday, November 23.

Hongkong Maru, Filmer, for the Orient, probably sail at about noon.

VESSELS IN PORT.

Army and Navy.

U. S. tug Iroquois, Pond.

Merchantmen.

(This list does not include coasters.)

Tillie E. Starbuck, Am ship, Curtis, San Francisco.

Ben. F. Packard, Am ship, Z. Allen, Norfolk.

H. C. Wright, Am sch, V. B. Nielson, Eureka.

C. D. Bryant, Am bk, P. Colley, San Francisco.

W. H. Marston, Am sch, C. Curtis, San Francisco.

Mohican, Am bk, E. V. Kelley, Oyster Harbor.

Rosamond, Am sch, A. H. Johnson, San Francisco.

S. C. Allen, Am bk, G. H. Johnson, San Francisco.

Charmer, Am ship, J. Slater, Tacoma.

R. P. Rithet, Am bk, McPhail, San Francisco.

Santiago, Am bk, Engalls, San Francisco.

Lita, Ger ship, H. M. B. Harms, Hamburg.

Archer, Am bkt, Hardwick, San Francisco.

Aloha, Am sch, Fry, San Francisco.

MOVEMENT OF STEAMERS.

Date.	To Arrive.	From
Nov. 30	ALAMEDA	San Fran
" 30	CHINA	San Fran
Dec. 10	DORIC	San Fran
" 11	SIERRA	San Fran
" 18	NIPPON MARU	San Fran
" 21	MIOWERA	Victoria, B. C.
" 21	ALAMEDA	San Fran
" 26	PERU	San Fran

Date.	To Depart.	For
Nov. 26	NIPPON MARU	San Fran
Dec. 3	PERU	San Fran
" 4	ALAMEDA	San Fran
" 10	SONOMA	San Fran
" 10	COPTIC	San Fran
" 18	AORANGI	Victoria, B. C.
" 20	AMERICAN MARU	San Fran
" 25	ALAMEDA	San Fran
" 27	CITY OF PEKING	San Fran
" 31	VENTURA	San Fran

Killed by Earthquake.

TIFLIS (Russia), Nov. 15.—Earthquake has again been visited by an earthquake. Altogether there were fifty shocks, ten of them being very violent. Twenty-two persons were killed and many buildings destroyed. The panic-stricken populace is camping in the fields. The public offices are closed. Several shocks have also been felt at Kryniskalsh and Hassan Kalsh.

The Best Remedy for Diarrhoea.

"Some years ago while at Martinsburg, W. V., I was taken with cholera morbus, which was followed by diarrhoea. The doctor's medicine did me no good. I was advised to get a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy, which I did, and it cured me sound and well."—G. A. MORRIS, Emburyville, Pa., U. S. A. Sold by all druggists and dealers. Benson, Smith & Co., agents for Hawaii.

ARRIVED BY

THE "R. P. RITHET"

A Shipment of—

1879 O. P. S.

Also—

MONOGRAM RYE
SPECIAL OLD CROW
SPECIAL HERMITAGE
HERMITAGE PURE RYE
OLD TAYLOR
MOUNT VERNON RYE

Our wines are worthy of mention.

PORT AND MADEIRA
75c per Gallon.
CLARET 50c.

GONES & McTigue
95 KING ST. PHONE MAIN 140.

TIDES, SUN AND MOON.

DAY	MOON	SUN	MOON	SUN	MOON	SUN
MOON	MOON	MOON	MOON	MOON	MOON	MOON
Mon. 18	4.43	1.17	10.37	4.06	1.30	6.13
Tues. 19	3.44	1.41	11.21	4.47	2.30	6.14
Wed. 20	2.47	1.3	12.1	5.27	3.03	6.14
Thurs. 21	1.54	1.41	12.47	6.06	3.59	6.13
Fri. 22	1.06	1.71	1.40	6.47	4.54	6.13
Sat. 23	1.52	2.0	1.34	7.28	5.50	6.13
Sun. 24	2.37	2.5	2.22	8.06	6.36	6.13
Mon. 25	3.16	3.3	3.12	8.47	7.19	6.13

Full Moon on the 25th, at 7:48 p. m.

OAHU RAILWAY AND LAND CO.



TIME TABLE

From and After January 1, 1901

OUTWARD

Stations.	Daily	Daily	Daily	Daily	Daily
Stations.	am	am	pm	pm	pm
Honolulu	8:00	9:15	11:30	3:15	3:30
Pearl City	8:05	9:20	11:35	3:20	3:35
Ewa Mill	8:10	9:25	11:40	3:25	3:40
Wahiawa	8:15	9:30	11:45	3:30	3:45
Kahuku	8:20	9:35	11:50	3:35	3:50

INWARD

Stations.	Daily	Daily	Daily	Daily	Daily
Stations.	am	am	pm	pm	pm
Kahuku	8:30	9:45	12:00	3:50	4:05
Wahiawa	8:35	9:50	12:05	4:00	4:15
Ewa Mill	8:40	9:55	12:10	4:05	4:20
Pearl City	8:45	10:00	12:15	4:10	4:25
Honolulu	8:50	10:05	12:20	4:15	4:30

G. P. DENISON, Superintendent.

F. C. SMITH, P. & T. A.

Tramways Time Table.

KING STREET LINE.

Cars leave Waikiki for Town at 5:45, 6:15, 6:45 a. m., and every 15 minutes thereafter till 10:45, 11:15 and 11:45 p. m. from Waikiki go to the Punahou Station.

Cars leave Rifle Range or Pawa switch for Town at 5:58 a. m., and every 15 minutes thereafter till 11:08 p. m.

Cars leave Fort and King streets corner for Palama at 6:10 a. m., and every 15 minutes after till 11:25 p. m.

Cars leave for Palama only at 5 and 5:30 a. m.

Cars leave Palama for Waikiki at 5:45 a. m., and every 15 minutes till 9:45 p. m., then at 10:15 and 10:45 p. m. The 11:15 p. m. from Palama for Punahou only goes to Waikiki on Saturdays.

Cars leave Fort and King streets corner for Rifle Range at 5:20 and 5:50 a. m.

Cars leave Fort and King streets corner for Waikiki at 6:05 a. m., and every 15 minutes till 10:05 p. m., then at 10:35 and 11:05 p. m. The 11:35 p. m. goes to Waikiki on Saturdays only.

BERTANIA STREET AND NUUANU VALLEY.

Cars leave Punahou Station for Town at 5:30 and for Town and Valley at 5:40, 5:50, 6:10, 6:30, 6:40, 7 and 7:20 a. m.

Cars leave Oahu College for Town and Valley at 6:30, 6:50 and 7:10 a. m., and every 10 minutes till 10:10 p. m., except the even hour and half hour cars which run from the Stable.

Cars leave Nuuanu Valley at 6:10, 6:30, 6:50 a. m., and every 10 minutes thereafter till 10:50 p. m.

Cars leave Fort and Queen streets for Punahou College at 6:05, 6:25, 6:45 a. m., and every 10 minutes after till 9:45 p. m. After that the cars run to the Stable up to 11:05 p. m., which is the last car from Town, reaching the Stable at 11:30 p. m.

WHY?

Not keep your horse at the

Hotel Stables

Where the feed is good, the conditions

sanitary, attention prompt and kind,